2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

50

King William County Town of West Point

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					King	William Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County				From:		G 1: G 4	T ·								
(30)	7.75	3200	G	66%	2%	Caroline County 3% 6%	23%	0%	С	0.079	F	0.626	3200	G	2003
				To: From:		50-608									
30)	4.37	4200	G	66%	2%	3% 6%	23%	0%	F	0.079	F	0.517	4200	G	2003
				From:		US 360 Central C									
(30)	8.39	4400	G	78%	1%	3% 2%	17%	0%	С	0.077	F	0.560	4400	G	2003
	8.34	2900	G	78%	1%	50-633 Whites 3	Shop 17%	0%	F	0.076	F	0.614	2900	G	2003
(30)	0.34	2900	G	7 0 70	1 70		17 70	070	Г	0.076	Г	0.014	2900	G	2003
(30)	5.62	3300	G	From: 78%	1%	50-632 3% 2%	17%	0%	F	0.073	F	0.674	3300	G	2003
30)	0.02			To:	170	WCL West Po		070	•	0.070		0.07 1	0000		2000
Town of West Point															
	0.40	2200	N.	From:	40/	WCL West Po		00/	N.	0.070	N.	0.074	2200	N	2002
30	2.19	3300	N	78%	1%	3% 2%	17%	0%	N	0.073	N	0.674	3300	N	2003
	0.25	15000	G	From: 87%	1%	SR 33 West Po 3% 1%	oint 8%	0%	С	0.083	F	0.657	15000	G	2003
30	0.20	10000	G	O/ 70 To:	1 70	New Kent Count		070	C	0.003	Г	0.007	13000	G	2003
				From:		King William Cour									
(33) (30)	0.25	15000	G	87%	1%	3% 1%	8%	0%	С	0.083	F	0.657	15000	G	2003
				To:		SR 30									
(33)	0.48	15000	G	90%	1%	1% 2%	7%	0%	F	0.085	F	0.649	15000	G	2003
				Tn·		King & Queen Cou	nty Line								
	0.40	4400	_	From:	00/	SR 33	40/	00/	_	0.00-	_	0.505	4400		0000
296	0.40	1100	G	97% To:	0%	1% 0% SR 298	1%	0%	С	0.087	F	0.535	1100	G	2003
				From:											
208	0.53	500	G	97%	0%	End Route 2% 0%	0%	0%	С	0.095	F	0.521	500	G	2003
298				To:		SR 296									
298)	0.22	1900	G	97%	0%	2% 0%	0%	0%	F	0.096	F	0.647	1900	G	2003
				To:		SR 33									
King William County				-				-							
(000)	2.32	17000	G	91%	0%	Hanover County 3% 1%	Line 5%	0%	F	0.094	F	0.74	17000	G	2003
(360)	2.02	17000	Ŭ	To:	070			070	•	0.004	•	0.14	17000	Ü	2000
360	2.77	16000	G	91%	0%	50-605 3% 1%	5%	0%	С	0.096	F	0.737	16000	G	2003
300				To:		SR 30									
(360)	3.34	12000	G	91%	0%	3% 1%	5%	0%	F	0.085	F	0.644	12000	G	2003
000				To:		King & Queen Cou									
				From:		50-621									
600	1.30	30	R							NA			NA		03/01/2001
				From:		50-666									
(600)	4.35	270	R							NA			NA		03/01/2001
				To: From:		50-618									
600	2.40	170	R	To:		GD 20 F A G				NA			NA		04/23/2001
				From:		SR 30 EAS' SR 30 WES'									
(600)	2.75	380	G	91%	0%	1% 6%	1%	0%	F	0.11	F	0.629	380	G	2003
				To: From:		50-647									
(600)	1.86	400	G	91%	0%	1% 6%	1%	0%	F	0.109	F	0.566	400	G	2003
				From:		US 360									
600	2.39	1400	G	91%	0%	1% 6%	1%	0%	С	0.090	F	0.648	1400	G	2003
				To: From:		50-643		-							
600	2.68	1000	G	91%	0%	1% 6%	1%	0%	F	0.079	F	0.754	990	G	2003
				To:		50-609									

					King	William	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			Ω C:	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County																
600	2.87	680	G	91%	0%	1%	50-609 6 %	1%	0%	F	0.109	F	0.615	670	G	2003
(600)	2.01	000	Ū	To:	070			1 /0		•	0.100	•	0.010	010	Ü	2000
600	3.24	350	G	91%	0%	1%	50-603 6%	1%	0%	F	0.135	F	0.696	350	G	2003
000				To			e County I									
				From:			50-614									
601)	2.80	410	R								NA			NA		05/03/2001
				To: From:			R 30 West									
601)	1.00	520	R			51	C 50 Lust				NA			NA		05/03/2001
				To:		Carolin	e County I	Line								
				From:		0.18	MW 50-60)4								
602	0.18	40	R								NA			NA		05/01/2001
				To: From:			50-604		-							
602	0.30	20	R	_							NA			NA		1998
				To:			ME 50-60	4								
	4.05	00	_	From:			50-600				NIA			NIA		05/00/0004
603	1.25	90	R	To:		D	ead End				NA			NA		05/03/2001
				From:			05 SOUTH	1	1							
604)	0.68	520	R			30-0	03 500 11	1			NA			NA		05/16/2001
				To		1	US 360									
604)	5.95	280	R	From:			05 500				NA			NA		05/01/2001
004)				To:			50-652		1.							
604)	0.86	150	R	From:			30-032				NA			NA		05/01/2001
				To		50-6	05 NORTH	1								
604)	1.88	630	G	96%	0%	2%	0%	2%	0%	F	0.124	F	0.655	630	G	2003
				To			50-614		1							
604)	2.70	250	G	From: 96%	0%	2%	0%	2%	0%	F	0.110	F	0.542	250	G	2003
				To-			30 EAST									
	2.90	880	G	96%	0%	2%	30 WEST	2%	0%	С	0.109	F	0.723	880	G	2003
604)	2.90	000	G	90%	070		0%	Z 70	U70	C	0.109	г	0.723	000	G	2003
	3.50	70	R	From:			50-628				NA			NA		05/03/2001
604)	3.50	70	ĸ	To:			50-600				INA			INA		03/03/2001
				From:			ead End									
605)	0.60	30	R				oud End				NA			NA		05/16/2001
				To:			604 EAST									
	2.60	450	ь.	From:		50-6	604 WEST	•			NIA			NIA		1000
605)	2.60	150	R								NA			NA		1998
	2.92	1500	G	From: 96%	0%	2%	US 360 1%	1%	0%	С	0.099	F	0.853	1500	G	2003
605	2.92	1500	G		0 70			1 /0	0 70	C	0.099		0.055	1500	G	2003
	2.37	1000	G	From: 96%	0%		50-611 1 %	1%	0%	F	0.093	F	0.515	1000	G	2003
(605)	2.51	1000	G	70 70 To:	0 /0		604 WEST		0 /0		0.093		0.515	1000	G	2003
				From:			ead End		i							
606	0.20	60	R	<u> </u>		D	cau Enu				NA			NA		05/14/2001
	-			To:			50-611									
606	0.86	1800	G	96%	0%	2%	0%	0%	0%	С	0.107	F	0.705	1800	G	2003
				To:			50-1216		<u> </u>							
606)	1.27	450	G	From: 96%	0%	2%	0%	0%	0%	F	0.141	F	0.508	450	G	2003
	<u></u> -			To			50-608						- * *			
				From:			SR 30									
607	0.50	190	R								NA			NA		1998
				To	-	50-6	608 WEST									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			-0C	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County				From:		50-608 EA	ST								
607	1.68	60	R			20 000 E				NA			NA		05/14/200
	0.03	40	R	To: From:		50-643				NA			NA		1998
607	0.03	70		To		50-600	1			INA			INA		1990
				From:		50-600 W	EST								
608	1.75	40	R	т		50 (20 N)	n o m		ı	NA			NA		05/01/200
				From:		50-628 WI									
608	2.40	100	R							NA			NA		05/01/200
				To: From:		50-609 WI									
608	3.30	480	G	97%	0%	2% 0%		0%	С	0.112	F	0.691	480	G	2003
\bigcirc				To: From:		SR 30 WI SR 30 EA									
608)	1.10	410	G	97%	0%	2% 0%		0%	F	0.117	F	0.647	400	G	2003
				To: From:		50-607 W									
608	3.63	580	G	97%	0%	2% 0%		0%	F	0.111	F	0.549	570	G	2003
				To:		50-600 EA	AST								
	2.20	270	•	From:	10/	50-604		0%		0.400	_	0.5	270	_	2002
609	2.20	270	G	91%	1%	3% 0%		0%	С	0.109	F	0.5	270	G	2003
(600)	3.62	200	R	From:		50-608	<u> </u>			NA			NA		05/03/200
609	0.02	200		To:		50-600)			INA			14/-		03/03/200
				From:		50-605									
(610)	3.70	210	R						· 1	NA			NA		05/01/200
				From:		SR 30 EA SR 30 WI									
610	1.60	210	R							NA			NA		05/01/200
				To: From:		50-608 SO 50-608 NO									
610	2.79	140	R	<u></u>		30-008 NO	KIII		l	NA			NA		05/03/200
				To		2.79 MN 50)-608								
610	0.71	110	R	From:					<u>.</u> !	NA			NA		05/03/200
				To:		50-609)								
	2.04	700	•	From:	00/	50-605 2% 19		00/		0.400	_	0.0	750	0	2002
611)	2.84	760	G	96%	0%			0%	С	0.102	F	0.6	750	G	2003
(44)	0.70	1200	G	From: 96%	0%	SR 30 2% 19		0%	F	0.114	F	0.507	1200	G	2003
(611)	0.70	1200		To:	070	50-606		070		0.114		0.007	1200		2000
611)	0.76	2400	G	97%	0%	2% 0%		0%	С	0.107	F	0.676	2300	G	2003
				To: From:		US 360									
611)	0.62	250	R	From:					<u>.</u> !	NA			NA		03/22/200
				To:		Dead Er	nd								
	0.75	420	_	From:		SR 30 WI	EST			NIA			NIA		02/04/200
612	0.75	130	R	To:		SR 30 EA	ST		ĺ	NA			NA		03/01/2001
				From:		50-618									
613)	1.60	10	R							NA			NA		03/01/200
				To: From:		1.60 MN 50)-618								
613	0.60	580	R						i	NA			NA		1998
				To:		SR 30									
614)	2.28	920	G	From: 97%	0%	Hanover Cour 2% 0%		0%	C	0.118	F	0.807	920	G	2003
614)		J20	_		J /0			0 /0	L	0.110	_ '	0.001	J20 	_	2000
614)	2.00	500	G	From: 97%	0%	50-601 2% 0%		0%	F	0.125	F	0.817	500	G	2003
٧٠٠		•		To:		50-615								-	

					King	vv IIIIaiii	IVIAIIILEII	ance An	Ja							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County				From:		:	50-615		ĺ							
614)	1.39	410	R								NA			NA		05/01/2001
				Tn·			50-604									
615	2.88	590	G	97%	0%	Hanove 2%	r County I 0%	Line 0%	0%	F	0.120	F	0.843	590	G	2003
615)				To			50-652				00	•	0.0.0			
615)	3.52	230	G	97%	0%	2%	0%	0%	0%	С	0.122	F	0.593	230	G	2003
				To:			50-604									
	1.10	30	R	From:		D	ead End				NA			NA		04/23/200
616)	1.10	30	IX.	To:			SR 30				INA			INA		04/23/200
	0.85	70	R	From:			50-617				NA			NA		04/23/200
616)	0.65	70	K	To:		0.05	ND 1 05 61	-			INA			INA		04/23/200
616)	0.35	20	R	From:		0.85	MN 05-61	.7			NA			NA		04/23/200
0.09				To:		D	ead End									
\bigcirc			_	From:		SR	30 WEST	1								
617)	0.50	150	R								NA			NA		04/23/2001
	0.66	90	R	From:			50-616				NA			NA		04/23/2001
617)	0.00			To:		SD	30 MID				1471			147 (04/20/200
617)	0.74	50	R	From:		SK	. 30 WIID				NA			NA		04/23/2001
				To:		SR	30 EAST									
\bigcirc	0.40	4400	_	From:	00/		JS 360	40/	00/	_	0.405	_	0.070	4400	_	2002
618)	0.49	1100	G	97%	0%	1%	1%	1%	0%	F	0.105	F	0.679	1100	G	2003
610	1.77	1200	G	97%	0%	1%	50-661 1%	1%	0%	С	0.105	F	0.657	1200	G	2003
618				To: From:			50-613	.,,			000	•	0.00.			
618)	0.99	1100	G	97%	0%	1%	1%	1%	0%	F	0.113	F	0.637	1100	G	2003
				To: From:			50-600									
618	3.10	710	G	97%	0%	1%	1%	1%	0%	F	0.112	F	0.675	700	G	2003
				To: From:			50-629 SR 30									
(619)	0.06	540	R				SK 30				NA			NA		05/14/2001
				To: From:		5	50-1301		-							
(619)	2.10	320	R								NA			NA		1992
				To: From:			50-670									
(620)	0.50	48	R	From:		SR	30 WEST				NA			NA		05/07/2001
020				To			30 MID									
(620)	0.50	70	R	From:		SR	30 EAST				NA			NA		05/07/2001
620	0.00		• • • • • • • • • • • • • • • • • • • •	To:		D	ead End				10,					00/01/2001
				From:		D	ead End									
621)	0.70	20	R								NA			NA		03/01/2001
	2.09	10	R	From:			50-600				NA			NA		03/01/2001
621)	2.09	IU	ĸ	Te-			50 (22				INA			INA		03/01/200
(621)	3.80	210	R	From:		:	50-632		j		NA			NA		05/09/2001
021)				To:			50-633							•		
				From:			50-632									
622	0.80	80	R	To:		Б	ead End		1		NA			NA		05/19/2001
						D	cau Enu									

					King	vviillaiti	Mannen	ance Are	z a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County				From:			50-633		1							
623	2.00	70	R								NA			NA		05/09/2001
				To:			50-632									
\bigcirc	4.44	20		From:			50-640				NIA			NIA		05/07/2004
624)	1.11	20	R	To:		Г	ead End				NA			NA		05/07/2001
				From:			SR 30									
625)	0.65	380	R								NA			NA		05/07/2001
				To:		50-6	634 WEST									
625	1.77	220	R	110111.							NA			NA		05/07/2001
				To: From:			50-640		-							
625)	2.40	50	R								NA			NA		05/07/2001
				To: From:		2.40	MN 50-64	0	-							
625	1.00	90	R								NA			NA		05/07/2001
				To: From:			50-626		-							
625)	0.10	170	G	89%	5%	2%	2%	0%	0%	С	0.096	F	0.571	170	G	2003
				From:	221		50-640	201	201		2 122			4=0		
625	1.20	170	G	93%	3%	4%	0%	0%	0%	С	0.128	F	0.546	170	G	2003
	0.04	400	_	From:		1.20	MN 05-64	0			N10			NIA		05/07/0004
625)	0.61	190	R	To:		C	ul-de-Sac		1		NA			NA		05/07/2001
				From:			50-633									
626	2.57	160	G	94%	2%	4%		0%	0%	F	0.12	F	0.605	160	G	2003
				To:			SR 30									
626)	1.00	160	G	94%	2%	4%		0%	0%	С	0.108	F	0.526	160	G	2003
				To: From:			50-625									
626	0.11	20	R	110111.							NA			NA		05/07/2001
				To:			50-640									
\bigcirc	0.00	40		From:		SR	30 WEST				N1.0			NIA		05/00/000
627)	0.80	10	R								NA			NA		05/09/2001
	0.20	70	R	From:		SR	30 EAST				NA			NA		05/09/2001
627)	0.20	70	K	To:		Г	ead End				INA			INA		03/09/200
				From:			50-604									
628)	2.18	210	G	96%	0%	2%	0%	2%	0%	F	0.101	F	0.867	210	G	2003
				To: From:		50-0	608 WEST		-							
628	2.70	180	G	96%	0%	2%	0%	2%	0%	F	0.13	F	0.596	180	G	2003
				To: From:			50-600									
628	2.36	230	G	96%	0%	2%	0%	2%	0%	С	0.096	F	0.583	230	G	2003
				To:]		ueen Count	ty Line								
	1.80	130	R	From:			50-600				NA			NA		04/23/2001
629	1.00	130	K	. —							INA			INA		04/23/2001
600	1.62	490	R	From:			50-632				NA			NA		03/01/2001
629	1.02	450		т			50.610				INA			INA		03/01/2001
620	1.78	700	G	From: 93%	0%	3%	50-618 0 %	4%	0%	F	0.11	F	0.605	700	G	2003
629		. , ,		To:		SR	30 EAST	.,,				•				
\bigcirc	0.00	0000	_	From:	00/	SR	30 WEST	407	001	^	0.000	_	0.000	0000	^	0000
629	2.20	2000	G	93% To:	0%	3% King & O	0% ueen Count	4%	0%	С	0.096	F	0.608	2000	G	2003
				From:			ead End	, Line								
630	1.20	70	R			L	vuu LiiU				NA			NA		05/09/2001
				To:		50-6	32 SOUTH	I								
											_				_	

					King		Mannena									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle				K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County				From:		50-6	32 NORTH	ſ								
630	2.52	130	R	<u> </u>		50 0.	321101111				NA			NA		05/09/200
				To-			SR 30									
\bigcirc				From:		D	ead End									0=1001000
631)	1.40	20	R	To:			SR 30				NA			NA		05/09/200
				From:			SR 30									
632)	2.60	280	R	<u> </u>			SIC 30				NA			NA		05/09/200
				To-		50-6	30 SOUTH									
(632)	3.50	200	R	110111							NA			NA		05/09/200
<u> </u>				From:			50-633]							
632 632 632	6.26	220	R								NA			NA		05/09/200
\bigcirc				From:			50-621									
(632)	1.30	420	R	To:			50-629				NA			NA		03/01/200
				From:			ead End		1							
(633)	0.10	9	R	<u> </u>			caa Ena				NA			NA		05/09/200
				To-			50-673		1							
633 633	3.05	210	G	92%	0%	3%	1%	4%	0%	С	0.104	F	0.522	210	G	2003
				From:			50-626									
633	4.75	230	G	92%	0%	3%	1%	4%	0%	F	0.097	F	0.769	230	G	2003
				To			SR 30									
624	1.90	170	R	From:		D	ead End				NA			NA		05/09/200
634)		•		To:		SR	30 WEST									00/00/20
	1.20	90	_	From:		SR	30 EAST				NIA			NIA		05/07/200
634)	1.30	80	R	To:		50-6	625 WEST				NA			NA		05/07/200
				From:			625 EAST									
634)	0.70	10	R	To:		D	15.1				NA			NA		05/07/200
				From:			ead End ead End									
635)	0.40	10	R	<u> </u>		D	ead End				NA			NA		05/07/200
				To			SR 30									
(635)	1.40	100	R	From:							NA			NA		05/07/200
				To:			50-645									
Town of West Point				From:			50-702		1							
(636)	0.19	420	R				30-702				NA			NA		05/21/200
				To:		NCL	West Poin	t								
King William County				From:		NOT	W D.		-							
(636)	1.70	140	R	FISH		NCL	West Poin	t			NA			NA		05/21/200
(030)	•			To:		SR	30 North									00/2 // 200
				From:			50-619									
637)	0.70	40	R								NA			NA		05/14/200
				From:			50-642		•							
637)	0.60	40	R	To:		77	and End		 1		NA			NA		05/14/200
				From:			Pead End Dead End									
(638)	0.10	10	R			D	reau Ellu				NA			NA		05/03/200
				To:			SR 30									
				From:		D	ead End									
639	1.10	100	R	т			50.604				NA			NA		05/01/200
				To:			50-604									

					rang william walltenance raca			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QW	Year
King William County				From:	50-625 EAST	 		
640	4.82	40	R		30-023 EAST	I NA	NA	05/07/2001
				To: From:	50-625 WEST			
640	1.20	250	R	From:		NA	NA	05/07/2001
				To:	SR 30			
\bigcirc				From:	SR 30			
641)	0.70	30	R	To:	Dead End	NA 1	NA	05/07/2001
				From:	50-642			
642)	0.50	8	R		30*0+2	NA	NA	05/14/2001
				To:	Dead End			
				From:	50-607			
643	0.03	20	R			NA 1	NA	05/14/2001
				In.	50-600			
	0.85	45	R	From:	SR 30 WEST	J NA	NA	05/03/2001
644)	0.00	45	K	To:	SR 30 EAST]	INA	03/03/2001
				From:	50-636			
645)	1.55	320	R	<u> </u>	20 030	NA	NA	05/21/2001
				To:	Dead End			
$\widehat{}$				From:	Dead End			
646	0.93	47	R	To:	50.600	NA 1	NA	05/09/2001
				From:	50-623	<u> </u>		
647)	1.40	360	R	FIOIII.	US 360	I NA	NA	03/22/2001
041)	1.10	000	•••	To	50-600]		00/22/2001
				From:	SR 30			
648)	0.15	150	R			NA	NA	04/23/2001
				To: From:	0.15 MN SR 30			
648)	0.85	130	R			NA	NA	1998
				To:	Dead End			
	0.50	20	R	From:	Dead End) NA	NIA	05/01/2001
649	0.50	30	K			NA 1	NA	05/01/2001
	0.11	30	R	From:	50-605	NA	NA	1998
649	0.11	30	K	To:	US 360]	INA	1990
				From:	SR 30			
650	1.07	50	R			NA	NA	04/23/2001
				To:	Dead End			
\bigcirc				From:	Dead End			
651)	1.00	20	R	To:	50 (32	NA 1	NA	05/09/2001
				From:	50-632			
(650)	2.98	490	R	From:	50-615	J NA	NA	05/01/2001
652	2.50	450		To:	50-604]	INA	03/01/2001
				From:	Dead End			
(653)	0.65	70	R			NA	NA	05/01/2001
				To:	50-656			
\bigcirc		05.5		From:	Dead End]		00/07/2025
654)	2.30	200	R	To:	50-618	NA 1	NA	03/01/2001
				From:		<u> </u>		
655)	0.50	60	R		Dead End	I NA	NA	03/22/2001
				To:	50-600	<u> </u>		
							·	

					Tang William Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factor		/ Year
King William County				From:	50-615 SOUTH	<u> </u>		
656)	0.16	90	R	<u> </u>	30-013-500-111	NA	NA	05/01/200
				To-	50-615 NORTH			
				From:	Dead End			
657)	0.80	7	R	To:	50-632	NA 1	NA	05/09/200
				From:				
658	0.55	49	R	110111.	SR 30	I NA	NA	03/01/200
030				To:	Dead End]		
				From:	Dead End			
659	0.25	40	R			NA NA	NA	05/14/200
				To:	50-608			
	0.25	30	R	From:	50-632] NA	NA	05/09/200
660	0.25	30	K	To:	Dead End]	NA	03/09/200
				From:	50-618			
661)	0.86	310	R	<u> </u>	20 010	NA	NA	05/01/200
				To:	US 360			
$\overline{}$				From:	US 360 WEST			
662	1.14	830	R			NA	NA	05/14/200
				To: From:	SR 30]		
662	0.21	600	R	To:	HC 2/OFACT	NA 1	NA	05/14/200
				From:	US 360 EAST			
663	0.20	3	R	r tom.	50-629	I NA	NA	04/23/20
003)	0.20	Ū	• • •	To	Dead End]	10.	0 1/20/20
				From:	50-629			
664	1.52	210	R			NA	NA	05/21/200
				To:	Dead End			
\bigcirc				From:	Dead End			1000
665	0.24	40	R	To:	50-600	NA 1	NA	1998
				From:	Dead End			
666)	0.72	20	R	<u> </u>	Dead End	NA	NA	03/01/200
				To:	50-600]		
				From:	US 360			
667)	0.08	60	R			NA 1	NA	05/14/200
				To:	50-662			
200	0.15	9	R	From:	50-630	J NA	NA	05/09/200
668	0.10	J		To:	Dead End]	IVA	03/03/200
				From:	Dead End			
669	0.10	4	R			NA	NA	05/09/200
				To:	SR 30			
\bigcirc			_	From:	50-619			
670)	0.25	110	R	To:	Dead End	NA 1	NA	05/14/200
				From:	SR 30 SOUTH			
671)	0.90	50	R		3N 3U 3UU I II	I NA	NA	05/03/200
				To:	SR 30 NORTH	<u> </u>		
				From:	Dead End			
672	0.35	20	R			NA	NA	05/09/200
				To:	50-633			
\cap	0.50		_	From:	End Loop	A14	N 1.0	4000
673	0.50	60	R	To:	50-1401	NA 1	NA	1998
					JU-1 - U1	l		

Deute	Lanath	AADT		4Tina		Tr	uck		. 00	K	OK	Dir	A A \ A \ \ D T	0)4/	Van
Route King William County	Lengin	AADT	QА	41116	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV	Year
				From:		50-1401									1000
(673)	0.25	110	R							NA			NA		1998
673	0.30	50	R	From:		50-1403				NA			NA		1998
				To:		50-1402		-							
673	0.30	70	R	110111						NA			NA		1998
	0.05	20	R	From:		Begin Loop				NA			NA		1998
673	0.05	20	ĸ	To-		50-1400				INA			NA		1996
673)	1.00	150	G	97%	0%	2% 1%	1%	0%	С	0.121	F	0.778	150	G	2003
				To:		50-633									
(574)	0.20	20	R	From:		50-605				NA			NA		05/01/2001
674)	0.20			To:		Dead End		1		IVA			IVA		03/01/2001
\sim				From:		50-604									
675)	0.21	70	R	To		50-676		1		NA			NA		1998
				From:		50-604									
676	0.39	100	R	_						NA			NA		1998
				To:		50-675 Dead End									
677)	0.07	250	R			Dead End				NA			NA		05/14/2001
				To:		SR 30									
	0.60	9	R	From:		Dead End				NA			NA		03/01/2001
678	0.00	3	Α.	To		50-629				INA			INA		03/01/2001
				From:		50-633									
679	0.70	30	R	To:		Dead End		1		NA			NA		05/14/2001
				From:		SR 30									
(680)	0.18	50	R							NA			NA		04/23/2001
				To:		Dead End Dead End									
(681)	0.31	30	R			Dead End				NA			NA		04/23/2001
				To:		50-629									
(701)	0.40	30	R	From:		Dead End				NA			NA		05/17/2001
(701)	0.40		• • • • • • • • • • • • • • • • • • • •	To:		WCL West Poi	nt			1471			147.		00/11/2001
Town of West Point				From:		MOI W + D :		ī							
(701)	0.20	60	R			WCL West Poi	nt			NA			NA		05/17/2001
				To: From:		50-1026									
701)	0.58	840	G	95% To:	0%	2% 0%	3%	0%	С	0.092	F	0.603	830	G	2003
				From:		SR 30									
(702)	0.07	300	R	<u> </u>		510 50				NA			NA		05/21/2001
				To:		50-636									
1000	0.28	140	R	From:		50-1013 NORT	Ή			NA			NA		1998
		- • •		To:		50-1013 SOUT	Ή								
	2 = 2	4=6	_	From:		50-1002									00/44/000:
(1001)	0.50	150	R	To:		Dead End		1		NA			NA		03/14/2001
				From:		50-1010									
1002	0.20	360	R	_{r.} —						NA			NA		03/14/2001
				To:		SR 30									

					KIII		Mainten									
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point				From:			CD 20		-							
(1002)	1.02	1200	G	98%	0%	1%	SR 30 0%	0%	0%	С	0.1	F	0.521	1200	G	2003
1002				To			50-1003		Ţ.							
(1002)	0.09	40	R	From:							NA			NA		03/14/200
				To:		0.09 1	MN 50-100)3								
\bigcirc			_	From:			SR 33								_	
(1003)	1.05	1200	G	97%	1%	1%	0%	1%	0%	С	0.101	F	0.566	1100	G	2003
$\overline{}$	0.00	740		From:	40/		50-1004	40/	00/		0.405		0.570	700		0000
(1003)	0.30	710	G	97%	1%	1%	0%	1%	0%	F	0.105	F	0.572	700	G	2003
	0.75	590	G	From: 97%	1%	1%	0%	1%	0%	F	0.109	F	0.515	590	G	2003
1003	0.73	330	G	31 /0	1 /0			1 /0	0 70	'	0.103	•	0.515	390	U	2003
(1000)	0.28	770	R	From:			50-1002				NA			NA		03/14/200
1003	0.20		• • •	To:			0 1014							10.		00/11/200
(1003)	0.15	100	R	From:		3	50-1014				NA			NA		03/14/200
1000				To:		0.15 N	MN 50-101	14								
(1003)	0.24	48	R	From:		0.131	VII V 50-101				NA			NA		03/14/200
				To:		NCL	West Poir	nt								
				From:		5	50-1002									
1004)	0.70	980	R								NA			NA		03/14/200
				To: From:		5	50-1006		-							
(1004)	0.20	840	R								NA			NA		03/14/200
				To:			50-1003									
	0.45	200	R	From-			50-1030				NA			NA		03/14/200
1005	0.43	200	K	. —							INA			INA		03/14/200
	0.20	80	R	From:		5	50-1006				NA			NA		03/14/200
1005	0.20	00		To:		D	ead End				14/1			147 (00/14/200
				From:			SR 30									
(1006)	0.93	1500	G	99%	0%	1%	0%	0%	0%	С	0.105	F	0.615	1500	G	2003
				To:		5	50-1003									
	0.40	400	_	From:		5	50-1108				N.1.0			NIA		05/40/000
1007	0.13	130	R								NA			NA		05/16/200
	0.20	240	-	From:			SR 30		-		NIA			NΙΔ		05/16/200
1007	0.20	210	R	To:		D	ead End				NA			NA		05/16/200
				From:			ead End		1							
1008	0.20	410	R				cad Liid				NA			NA		05/16/200
				То:			SR 30									
				From:		D	ead End									
1009	0.16	60	R								NA			NA		05/16/200
				From:			SR 30		-							
1009	0.06	1000	R	To:		D	10.1				NA			NA		05/16/200
				To: From:			ead End		<u> </u>							
1010	0.25	380	R	. 10111.			50-701				NA			NA		05/17/200
	J.20			To			0 1002		ī							
(1010)	0.40	410	R	From:		3	50-1002				NA			NA		05/17/200
1010	JJ			To:			SR 30									
			<u> </u>	From:		5	50-1002			<u> </u>						
(1011)	0.05	110	R								NA			NA		05/17/200
				To:		D	ead End									

						Maintenance Ar								
Route	Length	AADT	QA	4Tire		Truck 3+Axle 1Trail		()(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point				From:	5	50-1108	1							
(1012)	0.13	150	R	_	-				NA			NA		05/16/200
				To:		SR 30								
\bigcirc	0.50	400		From:	D	ead End			NIA			NIA		1000
(1013)	0.50	100	R						NA			NA		1998
	0.33	410	R	From:	;	50-701			NA			NA		05/17/200
(1013)	0.55	410	IX.	To:	5	50-1026			INA			INA		03/17/200
				From:	5	50-1003								
1014	0.10	350	R						NA			NA		1998
				To: From:	5	50-1032								
(1014)	0.17	140	R						NA			NA		1986
				To:		50-1015								
	0.17	120	R	From:		50-1014			NA			NA		1998
(1015)	0.17	120		To:	5	50-1034			INA			IVA		1550
				From:		50-1009								
1016)	0.05	8	R	_					NA			NA		05/16/200
				Tn·		ead End								
	0.00	20	_	From:	5	50-1009			NIA			NIA		05/40/00/
(1017)	0.06	20	R	To:	D	ead End			NA			NA		05/16/200
				From:		ead End								
1018)	0.07	30	R	<u> </u>	D	cad End			NA			NA		1998
				To:		50-701								
				From:		50-701								
1019	0.10	120	R	To:		0.1020			NA			NA		1998
				From:		50-1020								
1020	0.08	40	R	110	D	ead End			NA			NA		1998
1020				To:		50-1019								
1020	0.08	60	R	From:		0-1019			NA			NA		1998
				To:	D	ead End								
				From:		SR 30								
1021	0.07	150	R	To:		0.1025			NA			NA		05/16/200
				From:		50-1025								
1022	0.12	80	R	r toin.	3	50-1108			NA			NA		05/16/200
1022	****			To:		SR 30								
				From:	5	50-1108								
(1023)	0.13	120	R						NA			NA		05/16/200
				To:		SR 30								
	0.12	400	R	From:	5	50-1108			NIA			NA		05/16/200
(1024)	0.12	100	ĸ	_					NA			INA		05/16/200
(1024)	0.12	70	R	From:		SR 30			NA			NA		05/16/200
1024	V.12			To:		50-1006						19/3		33, 10,200
				From:		50-1021								
(1025)	0.08	70	R						NA			NA		05/16/200
				To:		ead End								
\bigcirc	0.17	470	-	From:		50-701			NI A			N14		4000
(1026)	0.17	170	R						NA			NA		1998
	0.11	80	R	From:	5	50-1028			NA			NA		1998
1026	U.11	ου	ĸ	To:		50-1027			INA			INA		1990
							ľ							

					Tang William Wantenance / aca			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Facto	r AAWDT QW	/ Year
Town of West Point				From:	50-1027			
1026	0.02	130	R	<u> </u>	30-1027	NA	NA	1986
				To: From:	50-1013			
1026	0.14	70	R	_		NA	NA	1998
				To:	Dead End			
	0.06	40	R	From:	Dead End	l NA	NA	1998
1027	0.00	40		To:	50-1026	19/1	IVA	1330
				From:	Dead End			
1028)	0.06	60	R			NA	NA	1998
				To:	50-1026			
	0.08	200	ь	From:	0.O8 MN 50-1002	NA.	NA	05/17/20
1029	0.06	200	R	_		NA	NA	05/17/20
<u></u>	0.21	90	R	From:	50-1002	NA	NA	03/14/20
1029	0.21	30		To:	50-1010	INC	IVA	00/14/20
				From:	50-1005			
1030	0.28	150	R			NA	NA	03/14/20
				To: From:	50-1004			
1030	0.29	170	R			NA	NA	03/14/20
				To:	50-1003			
\frown	0.11	170	ь	From:	50-1003	NA.	NΙΔ	1998
1031)	0.11	170	R	To:	50-1032	NA I	NA	1990
				From:	50-1014			
1032	0.12	70	R		50 101.	NA	NA	1998
				To: From:	50-1031			
1032	0.04	60	R	From:		NA	NA	03/14/20
				To:	Dead End			
$\overline{}$				From:	50-1006			
1033	0.22	190	R	To:	Cul-de-Sac	NA I	NA	1998
				From:	50-1036			
1034)	0.08	40	R		30-1030	NA NA	NA	03/14/20
				То:	50-1015			
				From:	50-1014			
1036)	0.14	130	R	_		NA	NA	03/14/20
				To:	50-1034			
1027	0.16	200	R	From:	Dead End	NA	NA	1998
1037	0.10	200	1	To:	50-1004	I V/A	14/4	1550
				From:	Dead End			
1038)	0.12	70	R	_		NA	NA	1998
				To-	50-1006			
\bigcirc			_	From:	50-1014			
1039	0.16	90	R	To:	Dead End	NA I	NA	03/14/20
				From:	SR 30			
1040	0.13	70	R	<u> </u>	00.70	NA NA	NA	03/14/20
				То:	Dead End			
				From:	50-01004(B)/			
1041)	0.12	NA				NA	NA	
				To:	Dead End/			
	0.44	40	P	From:	Dead End	NIA	NΙΛ	1000
1045	0.11	40	R	To:	50-1003	NA I	NA	1998
					50 1005			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT C	W Year
Town of West Point				From:	SR 33				
(1101)	0.22	980	R	<u> </u>		NA		NA	03/14/200
_				To: From:	50-1114				
(1101)	0.29	310	R			NA		NA	03/14/200
				To:	50-1120				
	0.06	220	R	From:	Dead End	NA NA		NA	1998
(1102)	0.00	220	IX.	т	OD 40.5	INA.		INA	1990
(1102)	0.08	280	R	From:	SR 296	NA		NA	1998
(1102)				To	50-1129	<u> </u>			
(1102)	0.03	260	R	From:	30-1129	NA		NA	1998
				To:	0.03 ME 05-1129				
	0.02	80	R	From:	SR 298	NIA		NA	1998
(1102)	0.02	80	K	To:	Dead End	NA I		INA	1990
				From:	Dead End				
(1103)	0.05	60	R		Dead End	NA		NA	1998
				To	SR 296				
(1103)	0.17	250	R	From:		NA		NA	1998
				To- From:	SR 298				
(1103)	0.06	60	R	From:		NA		NA	1998
				To:	Dead End				
				From:	Dead End				
(1104)	0.09	120	R			NA		NA	1998
				To: From:	SR 298				
(1104)	0.17	250	R			NA		NA	1998
				From:	SR 296				4000
(1104)	0.02	30	R	To:	Dead End	NA		NA	1998
				From:					
(1105)	0.03	2	R	110111.	Dead End	NA NA		NA	05/17/200
1105		_		To	50-1107	<u> </u>			
(1105)	0.17	360	R	From:	30-1107	NA		NA	1998
				To	SR 298				
(1105)	0.02	30	R	From:	5.1.270	NA		NA	1998
				To:	Dead End				
				From:	Dead End				
1106	0.08	180	R			NA		NA	1998
<u> </u>				From:	50-1107				
(1106)	0.17	340	R			NA		NA	1998
_				From:	SR 298			A.1.A.	1000
1106	0.08	200	R	To:	Dead End	NA I		NA	1998
				From:					
(1107)	0.21	220	R		50-1121	NA NA		NA	1998
				To	SR 298				
(1107)	0.06	2	R	From:	SIX 270	NA		NA	05/17/2001
				To	50-1110				
(1107)	0.23	1000	R	From:	JV-111V	NA		NA	1998
	-	-		To:	SR 296				
				From:	SR 30				
1108	0.12	610	R	_		NA		NA	1998
				To:	50-1118				

					King William Maintenance			- ·		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1T		QC K Factor	QK Dir Factor	AAWDT QW	Year
Town of West Point				From:						
(1108)	0.19	70	R	FIOII.	50-1118		NA		NA	1998
				To: From:	50-1022					
(1108)	0.12	20	R	To	50-1007		NA		NA	1998
				From:	50-1121					
(1109)	0.23	450	R		30-1121		NA		NA	1998
				To:	SR 298					
\bigcirc	0.00	070		From:	50-1107		NIA		NIA	4000
(1110)	0.09	270	R	_			NA		NA	1998
(1110)	0.08	340	R	From:	50-1129		NA		NA	1998
(1110)	0.00	0.0		To:	SR 298					1000
				From:	Dead End					
(111)	0.25	230	R				NA		NA	1998
				To:	50-1109					
(1112)	0.03	10	R	From:	Dead End		NA		NA	1998
1112	0.00		- 1	To	50-1107		IVA		IVA	1330
(1112)	0.16	130	R	From:	30-1107		NA		NA	1998
				Tax	50-1109					
(1112)	0.05	7	R	From:	30 110)		NA		NA	1998
				To:	Dead End					
\bigcirc	0.15			From:	SR 30					4000
(1113)		90	R	To	50-1127		NA		NA	1998
				From:	SR 30					
1114	0.15 3 2	320	R		SIC 50		NA		NA	1998
				To: From:	50-1127					
(1114)	0.05	NA		rioin.	50-01127(B)/		NA		NA	
				To	Dead End/					
				From:	SR 30		N/A			
(1115)	0.15	130	R	To:	50 1127		NA		NA	1998
				From:	50-1127 SR 30					
(1116)	0.16	260	R		SK 30		NA		NA	1998
				To:	50-1127					
				From:	50-1107					
1117	0.16	160	R	To:	50 1100		NA		NA	1998
				From:	50-1109					
1118	0.08	45	R		Dead End		NA		NA	1998
				To	50-1108					
(1118)	0.07	440	R	From:	30 1100		NA		NA	04/03/2001
				To: From:	SR 30	 -				
1118	0.14	150	R				NA		NA	04/03/2001
				Tn·	50-1127					
_	0.44	110	R	From:	SR 30		NA		NA	U4/U3/300
(1119)	0.14	110	ĸ	To:	50-1127		INA		IVA	04/03/2001
				From:	SR 30					
(1120)	0.08	290	R				NA		NA	04/03/200
				To: From:	50-1101					
(1120)	80.0	60	R				NA		NA	04/03/2001
				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point				From:		5	0-1107		Ī							
(1121)	0.08	190	R								NA			NA		05/17/2001
\bigcirc	0.00	220	R	To: From:		5	0-1129				NΙΔ			NA		05/17/2001
(1121)	0.08	220	ĸ	To		5	0-1109				NA			INA		05/17/2001
				From:			ead End									
1122	0.08	130	R								NA			NA		04/03/2001
	0.08	990	R	From:		5	0-1108				NA			NA		04/03/2001
(1122)	0.00	330	- 1	To			SR 30				INA			INA		04/03/2001
(1122)	0.13	500	R	From:		'	3K 30				NA			NA		04/03/2001
				To: From:		5	0-1127									
(1122)	0.02	70	R	To:		D	ead End				NA			NA		04/03/2001
				From:			0-1107		1							
(1123)	0.16	210	R	<u> </u>			<i>3</i> 1107				NA			NA		05/17/2001
				To: From:		S	SR 298									
1123	0.02	80	R	To:		D	ead End				NA			NA		05/17/2001
				From:			ead End									
1124	0.09	40	R								NA			NA		03/14/2001
				To			0-1001									
(1125)	0.08	170	R	From:			SR 30				NA			NA		1998
				To: From:		5	0-1101		1							
(1125)	0.06	48	R	From:							NA			NA		1998
				To: From:			ead End									
1126	0.02	10	R	FIOIII.		D	ead End				NA			NA		03/14/2001
				To: From:		5	SR 296									
1126	0.05	30	R	_							NA			NA		03/14/2001
				From:			ead End									
(1127)	0.02	160	R			Di	ead End				NA			NA		04/03/2001
				To- From:			SR 33									
(1127)	0.22	520	R								NA			NA		04/03/2001
	0.40	200		From:		5	0-1114				NIA			NIA		04/02/2004
(1127)	0.18	380	R	To:		5	0-1116				NA			NA		04/03/2001
				From:		S	SR 298									
(1128)	0.05	50	R	To:		D	ead End				NA			NA		05/17/2001
				From:			0-1121		<u>.</u>							
(1129)	0.23	930	R	<u> </u>			<i>y</i> 1121				NA			NA		05/17/2001
				To: From:		S	SR 298									
(1129)	0.10	1100	R								NA			NA		05/17/2001
(1120)	0.17	2000	R	From:		5	0-1106				NA			NA		05/17/2001
(1129)	0.17	2000		To		C	SR 296				14/1			14/-1		30/11/2001
(1129)	0.23	2900	G	97%	0%	1%	0%	0%	0%	С	0.096	F	0.53	2900	G	2003
				To:			SR 33									
(1130)	0.20	250	R	From:		-	SR 33				NA			NA		03/14/2001
(1130)	J.20			To:		D	ead End									

						William Waintenance / trea				
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir Factor	AAWDT QW	Year
King William County				From:		Dead End	1			
(1201)	0.05	50	R			Dead End	NA NA		NA	1998
				To: From:		50-1203]			
(1201)	0.51	100	R	110111.			NA		NA	1998
				From:		50-1202]			
(1201)	0.24	130	R	To:		50-611	NA 1		NA	1998
				From:		50-611				
(1202)	0.09	50	R				NA		NA	1998
				To:		50-1201				
	0.24	110	R	From:		50-611	_ NA		NA	1998
1203	0.24	110	ix.	To:		50-1201			IVA	1990
_				From:		50-600				
(1205)	0.16	NA		To:			NA		NA	
				From:		Cul-de-Sac	I .			
(1206)	0.21	160	R	rioin.		Cul-de-Sac	NA		NA	1998
(1209)				To:		50-647]			
$\widehat{}$				From:		50-1211	J			
1210	0.37	80	R	To:		US 360; 50-662	NA T		NA	1998
				From:		50-1210				
(1211)	0.04	30	R	<u> </u>		30 1210	NA NA		NA	1998
				To:		50-1212]			
(1211)	0.30	110	R				NA		NA	1998
<u></u>				To:		US 360; 50-667				
(1212)	0.09	30	R	From:		50-1211	_ NA		NA	1998
(12.12)				To		50-1213	1			
(1212)	0.07	8	R	From:		00 1213	NA		NA	1998
				To:		Cul-de-Sac				
	0.07	6	R	From:		50-1212	NA		NA	1998
(1213)	0.07	6	K	To:		Cul-de-Sac]		INA	1990
				From:		50-606				
(1216)	0.42	250	R				NA		NA	1998
				To: From:		50-1217				
(1217)	0.11	60	R	rioin.		Dead End	NA		NA	1998
				To		50-1216	1			
(1217)	0.12	30	R	From:		00 1210	NA		NA	1998
				To:		Dead End				
	0.28	130	R	From:		Dead End			NA	1998
(1220)	0.20	130	K	To:		50-600]		INA	1990
				From-		Begin Loop				
1223	1.18	890	R	_			NA NA		NA	03/14/2001
				To-		End Loop	<u> </u>			
(1224)	0.26	80	R	From:		50-608; 50-659	_ NA		NA	03/14/2001
1224	0.20			To:		Cul-de-Sac				33.1112001
				From-		SR 30			<u> </u>	
(1225)	0.12	400	R	To		50 1227	NA T		NA	1998
				IU.		50-1226				

					King William Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK E QC Factor Fa	Dir AAWDT QW ctor	Year
King William County				From:	50-1226			
1225	0.17	340	R		30-1220	NA	NA	1998
				To: From:	50-1227]		
1225	0.34	70	R	_		NA .	NA	1998
				To:	Cul-de-Sac			
	0.00	20	В	From:	Dead End] NA	NIA	1000
1226	0.09	20	R	_		NA •	NA	1998
$\overline{}$	0.11	20	R	From:	50-1225	NA	NA	1998
1226	0.11	20	ĸ	To:	Dead End	1	INA	1990
				From:	Dead End	!		
1227	0.35	120	R	<u> </u>	Dead End	NA	NA	1998
1221)				To:	50-1225	1		
1227)	0.45	140	R	From:	30-1223	NA	NA	1998
1221)				To:	Dead End			
				From:	50-1230	1		
1228	0.15	100	R			NA	NA	1998
				To	50-1229			
1228	0.16	390	R	From:	23 -222	NA	NA	1998
				To:	50-1231			
				From:	Cul-de-Sac			
229	0.12	140	R			NA	NA	1998
<u> </u>				To:	50-1228			
1230) 0.84				From:	50-1228			
	0.84	500	R	_		NA .	NA	1998
				To:	50-606			
		400	_	From:	50-1223]	NIA	4000
1231)	0.05	400	R			NA -	NA	1998
				From:	50-1228			
1231)	0.11	120	R			NA	NA	1998
$\overline{}$				From:	50-1230]		
1231)	0.17	100	R			NA .	NA	1998
				To:	Cul-de-Sac			
	0.00	40	_	From:	50-1231]	NIA	4000
1232	0.08	40	R	To:	Cul-de-Sac	NA 1	NA	1998
				From:		<u> </u>		
1233	0.41	120	R	110111	50-1230	I NA	NA	1998
1233)	0.11	0	• • •	To:	Cul-de-Sac	1	10.	1000
				From:	Cul-de-Sac			
1234	0.13	5	R	<u> </u>		NA	NA	05/14/20
				To:	50-1235			
				From:	50-605			
1235	0.10	640	R			NA	NA	1998
				To:	50-1239	1		
1235	0.23	470	R	From:		NA	NA	1998
		-		To:	50-1236 SOUTH	1		
1235	0.30	280	R	From:		NA	NA	1998
				To:	50-1236 NORTH			
				From:	50-1235 SOUTH	<u>.</u>		
1236	0.45	140	R			NA	NA	1998
				To:	50-1235 NORTH	1		
1236	0.13	60	R	From:		NA	NA	05/14/20
				To:	Cul-de-Sac			
						· · · · · · · · · · · · · · · · · · ·		

					King William Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K G	Dir AAWDT Factor	QW Year
King William County				From:	50-605			
(1237)	0.12	200	R		30 003	NA	NA	1998
				To:	50-1238			
\bigcirc				From:	50-1237			
1238	0.32	130	R	To:	Cal J. Ca.	NA I	NA	1998
				From:	Cul-de-Sac 50-1235			
1239	0.17	49	R		30-1233	I NA	NA	1998
(1200)				To:	Cul-de-Sac			
				From:	SR 30			
1240	0.18	70	R	. —		NA	NA	05/14/2001
				To:	50-611			
	0.09	330	R	From:	SR 30	l NA	NA	03/22/2001
1241)	0.09	330	K	. —		INA I	INA	03/22/2001
	0.12	250	R	From:	50-1242 SOUTH	NA	NA	03/22/2001
(1241)	0.12	250	K			INA	IVA	03/22/2001
(1241)	0.08	210	R	From:	50-1242 MID	NA	NA	03/22/2001
(1241)	0.00	210	IX.	To	50 1242 NODTH	INA.	INA	03/22/2001
(1241)	0.09	220	R	From:	50-1242 NORTH	NA	NA	03/22/2001
(1241)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	50-611		101	00/22/2001
				From:	50-1241 MID			
1242	0.37	80	R			NA	NA	03/22/2001
				To: From:	50-1241 SOUTH			
(1242)	0.21	70	R			NA	NA	03/22/2001
				To:	50-1241 NORTH			
	0.14	NA		From:	50-1223	NIA	NIA	
1243	0.14	NA		To:	Cul-de-Sac	NA I	NA	
				From:	50-1223			
(1244)	0.18	NA			30 1223	NA	NA	
				To:	Cul-de-Sac			
				From:	50-1244			
(1245)	0.49	NA		To	0.11.0	NA 1	NA	
				To: From:	Cul-de-Sac			
(1246)	0.07	NA		Fioni.	Cul-de-Sac	l NA	NA	
(1246)	0.07	164		To:	50-1245		10/1	
				From:	50-1245			
(1247)	0.03	NA				NA	NA	
				To:	Cul-de-Sac			
\bigcirc	0.01		_	From:	SR 30 WEST	NI A	A I A	05/44/0004
(1301)	0.21	80	R			NA	NA	05/14/2001
	0.24	440		From:	50-619	NIA	NA	0E/44/2024
(1301)	0.21	110	R	To:	SR 30 EAST	NA I	INA	05/14/2001
				From:	Dead End			
1400	0.68	60	R		Doug Linu	NA NA	NA	1998
\bigcirc				To	50-673			
				From:	50-673			
(1401)	0.35	70	R			NA	NA	1998
				To:	Cul-de-Sac			
	0.30	70	R	From:	Cul-de-Sac	NA	NA	1998
1402	0.50	70	11	To	50-673	19/5	INA	1330
					* * * * *			

					rang william walltenance / aca			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC OK		Year
King William County				From:		 		
	0.20	8	R	FIOIII.	Cul-de-Sac	NIA.	NIA	1000
(1403)	0.30	0	ĸ	To:	50-673	NA 1	NA	1998
Town of West Point				1	30-0/3			
Town of West Folia				From:	50-1006			
9205)	0.11	380	R			NA	NA	05/16/2001
				To:	West Point Schools			
King William County								
				From:	SR 30			
(9214)	0.19	320	R			NA	NA	05/16/2001
				To:	King William HS			
Town of West Point								
			_	From:	50-1004]		
(9406)	0.11	390	R	_		NA NA	NA	05/16/2001
				To:	West Point HS			
				From:	50-1006			
(9407)	0.05	90	R			NA	NA	1998
				To-	50-1006			
King William County						-		
				From:	SR 30]		
(9466)	0.14	270	R	_		NA NA	NA	1998
				To:	SR 30			